

**SECRET**

*Held for next week staff meeting*

*WJ*

DPD-3853-59

9 June 1959

MEMORANDUM FOR: Acting Chief, DPD-DD/P

SUBJECT : Malfunction Report, Period Ending 31 May 1959

1. The following malfunction information is presented for the period ending 31 May 1959:

I. Communications

25X1D

A. Detachment "C" - No [REDACTED] during the period 1-31 May 1959.

25X1D

B. Detachment "D" - No [REDACTED] during the period 1-31 May 1959.

C. Detachment "B" - Failure of 14 motor drive assemblies for the System I and III recorders were reported. The failures were found during bench check and equipment repair. Corrective action, including setting up a new repair line at the contractors plant, tightened inspection procedure, and an increase in FAK and depot spares was taken.

On flight BT 59-94, 8 May 1959, several malfunctions of System IV were reported. The film in the camera unit broke at the beginning of the flight, low intensity on the cathode ray tube due failure of the 10-13 unit, distorted CRT raster, lack of intensity gate due failure of CR 5504 diode and blower motor in 1A/1B receiver serial number 102. The above long series of failures may have been due to loss of pressurization in the "Q" bay, which hit 37,000 ft equivalent altitude.

On flight BT 59-105, 22 May 1959, the motor drive unit on the System VI recorder failed in flight. Also System IV receiver 1A/1B serial 102 blew a power fuse and the System IV recorder broke its tape at take-off.

25X1D Bench check and pre flight tests also turned up several pieces of malfunctioning equipment. One traveling wave tube in a [REDACTED] failed and was replaced and several System IV receivers were found to suffer from low I.F. sensitivity.

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## II. Photographic Equipment

A. During the period 1 May 1959 through 29 May 1959, there were a total of twenty-five (25) missions reported flown using photographic equipment. Equipments malfunctioned on six (6) of these missions giving an overall effectiveness of 76%.

*Poor*

B. Equipment reliability for the above referenced period was:

	<u>A-1 Conf.</u>	<u>A-2 Conf.</u>	<u>B Conf.</u>	<u>Trackers</u>
Missions flown	0	0	9	25
Malfunctions	0	0	1	5
Per Cent Eff.	0	0	88.9%	80%

*Poor*

C. The one "B" Configuration malfunction was caused by malfunction of the HS-732 shutter after 1670 cycles. Shutter blades, relays, shutter stop and latches are now being reviewed for possible shutter modification as shutters are moved through M & O.

D. Tracker malfunctions were due to the following:

- (1) Stiff scan latch
- (2) Binding in scan head
- (3) Scan clutch not properly adjusted
- (4) Short, causing battery failure in a/c.

E. Tracker records are now being reviewed to determine which trackers are least used and have the worst reliability. Indications are that there is one (1) such tracker at each detachment. These trackers will be shipped to the factory for overhaul and returned to the field ASAP.

## III. Air Frame and Engines

A. No malfunctions reported this period.

25X1A

Chief, Materiel Branch  
DPD-DD/P

MB/DPD-DD/P:CFW:ms  
Dist: 0 - A/CH/DPD  
1 - DD/P  
1 - OPS/DPD  
1 - MAT/DPD  
1 - RI/DPD

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